NEW-YORK, SATURDAY, DECEMBER 16, 1893.-TWELVE PAGES.

A FIRE ON THE EAST SIDE LICKS UP A FACTORY AND SEVERAL DWELLINGS.

ONE LIFE PROBABLY LOST-THE BLAZE GETS TREMENDOUS HEADWAY AT THE NOON HOUR -IN THIRTY MINUTES THE WALLS FALL

-SMALLER BUILDINGS CRUSHED IN THE MASS-DAMAGE

Seldom has there been more swift destruction of buildings at a fire in this city than was seen yesterday at Third-ave, and Forty-ninth-st. The en-story furniture factory of Henry Thoesen soon after noon and was demolished completely within half an hour. The falling walls of the factory crushed several smaller buildings, which the Fire Department within a large district of the city were called, yet it was with difficulty that the firemen prevented a more disastrous spread of the flames. The loss of property by the fire approached \$200,000. The police also reported that a varnisher had lost his life in

The furniture factory, in the construction of which much wood was used, was at the northeast corner of Third-ave, and Forty-ninth-st. It dangerous building for the workmen employed there in case of fire, because the only line of stairway in the upper stories stopped at the second floor, which was reached by an elevator. Fortunately the fire started when the workmen were away for dinner.

The furniture firm had made an assignment about two months ago, and there was an auction sale of furniture on the ground floor when the cry of fire was raised at 12:20 p. m. The flames went through the building so quickly that there was doubt later as to their starting point. The engineer thought they had started in the basement and had run up through a hatchway to the top floor. Others thought that the fire had started on the top floor where the flames at first darted out of the windows.

ELEVATED RAILROAD TIES CATCH FIRE.

When Chief Bonner sent in a fifth alarm fames were streaming from every window of the seven-story building, and the heat had the seven-story building, and the heat had driven back the firemen. Trains on the elevated railroad, in Third-ave., were stopped. The glass in every window of the row of five-story tenement houses on the west side of the avenue north of Forty-ninth-st., was cracked by the heat. Then the plate-glass windows of the clothing store of Vogel & Sons on the ground floors of the houses were broken, and the signs and window shutters on the front caught fire. The wooden ties on the elevated road were seen to be burning also.

The wooden ties on the elevated road were seen to be burning also.

The fire had been raging only a quarter of an hour when the walls of the factory began to fall. A portion of the south wall fell clear across Forty-ninth-st., and crushed a one-story frame building in which were the two shops of B. Wirman, shoemaker, and F. Farguira, plumber. The men had fled from the shops, saving only Wirman's cat. The ruins of the shops caught fire immediately. The east wall of the factory fell over on the three three-story houses, Nos. 207, 209 and 211 East Forty-ninth-st., and crushed them into shappeless ruin in an instant. Fortunately, no person was in either instant. Fortunately, no person was in either souse when the walls fell. The front wall in he avenue tumbled on the sidewalk, but the sorth wall fell upon the tenement houses, Nos. 33 and 805 Third-ave., and crushed them.

At the time of the crash it was believed that no person had remained in either house, but began to make inquiries for her only son ille, twelve years old, who had gone into the ise with her to rescue some of their stures, after they had once fied with the other tenants. The boy turned up an income the evening. Valentine Vaur, of No. 215 East One-hundred-and-seventh-st., was a varnisher in the factory at the time of the fire. No trace of him could be found later, and the police and the firemen said that there was no doubt he had perished miserably in the flames. Vaur leaves a wife and seven children, one of whom is The boy turned up all right late in g. Valentine Vaur, of No. 215 East

EXTENT OF THE DAMAGE.

said that the firm had nearly got out of the hands of the receiver when the fire destroyed the hope of going on in the business at the factory. The stock destroyed was worth about \$50,000, he said, and was not insured for more than half of its value. The building belonged to Peter A. Cassidy and was valued at about \$75,000. Mr. Cassidy said yesterday afternoon that he did not think there was sufficient insurance on the building to cover his loss. The crushing and burning of the shops at Nos. 206 and 208 East Forty-ninth-st. caused a loss of \$2,000. The fronts of the houses Nos. 210 and 212 were damaged to the extent of \$1,000. The three houses on the north side of the street which were crushed belonged to J. Haggerty, whose loss was about \$2,000. The tenement houses Nos. 803 and 805 were said to belong to a Mrs. Jost and to be valued at \$30,000. The houses had been occupied by sixteen families, whose combined losses amounted to about \$10.000. The damage to the fronts of the tenement houses on the west side of the avenue was nearly \$5,000. The houses are owned by William Vogel. In the store of Vogel & Sons, on the ground floor, water caused a loss of nearly \$5,000 more, and tenants of the elevated road in the avenue was not great, and trains were alof the receiver when the fire destroyed the hope

The damage to the track of the elevated road in the avenue was not great, and trains were allowed to run past the ruins of the factory before 3 p. m.

At a late hour last evening the boy Kotchin had not been found.

DESTRUCTIVE FLAMES IN NEW-HAVEN THE EVENING LEADER'S" PLANT BURNED-A LOSS OF \$100,000.

New-Haven, Dec 15.—The Blair Building, Nos. 85, 85 and 87 Orange-st., was burned between 6 and 7 o'clock this morning. "The Evening Leader" plant, with the exception of the presses and sterceplant, with the exception of the presses and stercotype department, was entirely destroyed. R. & J. M. Blair's undertaking establishment, Clarence Ryder's printing office, Enfiajion's Turkish rug store, F. C. Lum's real estate office, Curtiss & Bradley's blank book factory, Charles D. Kinney's office and the office of the Rev. John C. Collins, escretary of the National Society of Christian Workers, were also destroyed. The fire is supposed to have originated in the boller-room.

The statement of losses follows; C. M. Ryder, loss \$12,000, insurance \$5,000; the Rev. John C. Collins, loss \$16,000, insurance \$4,000; building, loss about \$30,000, insurance \$14,000; J. C. Kebbian, Oriental rugs, \$10,000; Leader Publishing Company, \$16,000; Kinney & Son, builders, \$4,000; R. & J. M. Blair, \$4,000; Russell & Keppel, printers, \$1,000; Curtiss & Bradley, blank books, \$5,000.

The total loss is estimated at nearly \$100,000.

STILL ANOTHER FIRE IN TROY. Troy, N. Y., Dec. 15.—Fire at Ruscher's brewery this morning caused a loss of between \$15,000 and \$20,000; covered by insurance.

The loss by fire last night in the hardware establishment of J. H. Warren & Co. is about \$100,000; covered by insurance.

DAMAGE OF \$22,000 BY FLAMES. Fire broke out at 6 o'clock last night in the build-

ng at No. 949 Columbus-ave. and extended to No. 51. No. 949 is occupied as a paint and varnish store by A. Mandel. Both buildings are owned by Will-iam Buhler. The flames spread rapidly, and dam-age to the extent of \$15,000 was done to the build-ings. The definage to the furniture of tenants is

buildings are five-story apartment houses.
 origin of the fire is unknown.

A BLOODY ENIFE LEFT BY THE BURGLAR. Early yesterday morning Alfred Bantle, pro-rictor of the Park Clubhouse, opposite Prospect t. Platbush, was aroused by the barking of his tiff dog. A moment later he heard the noise of steps down stairs. With a dark lantern in one

SWIFT FLAMES WORK RUIN. RIO AND SANTOS BLOCKADED. THE MYSTERY STILL DEEP. A BIG BRIDGE COLLAPSES.

ADMIRAL MELLO'S SHIPS IN THEIR HAR INVESTIGATING THE DEATH OF JAMES

A MONARCHIST GOVERNOR DENOUNCES THE IN- IT IS LEARNED THAT THE DEAD MAN QUAR-SURGENTS-OPINION IN WASHINGTON UN-FAVORABLE TO PEIXOTO-MINISTER

MENDONCA CHEERFUL.

London, Dec. 15 .- A dispatch from Buenos Ayres says: "Rio Janeiro and Santos have ably by the insurrection, and many fallures are

Owing to the incessant firing at Rio Janeiro vessels are unable to land their passengers and cargoes. Every attempt to land anything on lighters provokes a hot fire from the forts. Rio Janeiro, Dec. 15.-Dr. Alfonso Penna,

Governor of the State of Minas Geraes, who was formerly a Monarchist, has published a manifesto condemning the insurgents and disavowing all sympathy with their plans. The city is as quiet and orderly as usual. Washington, Dec. 15 .- Minister Mendonca was

feeling quite cheerful to-day over the latest news from Brazil. Regarding the report that Mello's ships are blockading the harbors of Rio and Santos, he frankly admitted, however, that with the Aquidaban and the Repuplica Mello might for a time maintain a comparatively efficient blockade and that, if long continued, a serious condition of things would ensue.

ensue.

"Seventy-four per cent of the export business of Brazil is done from these two ports, and a long enforced cessation of traffic would cause general distress," he said.

An opposite view of the situation prevails in Administration circles here, based on official information received from Brazil. It is asserted that the Brazilian Government's chances for final victory are growing less every day, and that Admiral Mello will overthrow Peixoto. Official advices have been received here of the movement of a large land force, under an insurgent general, bent on capturing Rio Janeiro. These statements confirm the information from Lisbon that General Gomercin de Saraiva, an insurgent leader, had started northward from Rio Grande do Sul with 5,000 men.

It is not surprising that Governor Penna, one of the latest partisans "in petto" of imperialism of the latest partisans "in petto" of imperialism, should have openly declared against the Brazilian rebels and disavowed all sympathy with their plans. Besides the patriotic sentiments which the Governor must have entertained in the bottom of his heart, his own ambition and personal interest would have led him, like most, if not all, the other Brazilian statesmen and civil officials, to abandon his former monarchical ideas. It must not be forgotten, as remarked by a famous Brazilian polemistand writer, Baron de Santa Anna Nery, that Brazil has been through many changes during the last four years, since the overthrow of the Empire, in November, 1882. Since it has become a Kepublic its ancient provinces have been raised to the dignity of autonomous States, each having an elected Governor, its own Assembly, its budget, its police and its special laws. Thanks to this change, these new States are no longer the humble purveyors of the Imperial Government.

As another result of that newly acquired autonomy, most of the Brazilian States have had a rapid development, and have found themselves in an enviable financial situation. If this be true in regard to the States of Amazonas, Para, Pernambuco, Bahia, Espirito Santo, Sno Paulo, etc., it is still more true as to Minas Geraes, one of the most advantageously situated and highly civilized States in Brazil. The Governor has understood that the interests of the ancient province commanded him to side openly with the Republican Government, which granted autonomy, with all the benefits accruing from it, to the new Brazilian States, which are now governed according to the principles ruling in the North American Republic. should have openly declared against the Brazilian

and will await there the arrival of the America. The America will leave Port of France, Martinique, at St. Thomas, but a cold and unprofitable system Flint & Co., and it is not certain where she is. As from the "war-bound" ships come to Salvator de Mendonça, the Brazilian Minister at Washington. It was said yesterday by a well-known Brazilian in this city, whose sympathies are entirely with Da Gama, that the statement of the Brazilian Minister at Washington that Mello did not desire to restore the house of Barganza to the throne of Brazil appeared singular, in the face of the manifesto of Admiral da Gama, in which he says in effect, that it is time to right the wrongs that were perpetrated on Dom Pedro II at the time of the military revolt which overthrew him.

One of the strongest partisans of the exiled house of Braganza is the Baron Pinada, who is now living in Paris, and who was for many years Braziliar Minister at the Court of St. James. The bartai's son, Carlo Pinada, was for a long time an officer on the Riachuelo.

It is said that it is the influence of Carlo Pinada which has kept the Riachuelo in Toulon so many months, repairing the machinery. It is a fact, however, that the Benjamin Constant, which was at Toulon with the Riachuelo, has left that port, and is somewhere on the high seas, if she has not put into a harbor of the Azores, with which there is no cable communication. The Benjamin Constant is expected to be in Pernambuco within a few days, and to meet there the fleet sent down from the north.

MR. AND MRS. A. C. CHAPIN IN DANGER.

THE HORSES ATTACHED TO THEIR CARRIAGE BECOME PRIGHTENED AND RUN INTO A MILK WAGON.

Mr. and Mrs. Alfred C. Chapin, of Brooklyn, had Mr. and Mrs. Alfred C. Chapin, of Brooklyn, had a narrow escape from being injured as they were crossing the Brooklyn Bridge last night in a carriage belonging to the Fleetwood Stables and driven by Benjamin Moody, a colored coachman, living at No. 457 Bergen-st. The carriage was near the Brooklyn end of the Bridge when the horses became frightened and ran into a milk wagon owned by William Van Buren, of No. 234 Jerome-st One of the horses attached to the carriage had his leg-broken. The ex-Mayor and his wife escaped with a had shaking-up.

NO REASON YET FOUND FOR THE ACT.

TEMPORARY INSANITY THE ONLY EXPLANATION OF THE REV. V. M. OLYPHANT'S SUPPOSED SUICIDE.

No information could be obtained yesterday show any cause for the supposed suicide of the Rev. Vernon Murray Olyphant, in his home, at No. 163 Madison-ave., on Thursday afternoon, except possible temporary insanity. The young man had everything he could desire, except good health Only a few hours previous to the shooting he was conversing pleasantly with his sister, Heien, is their home, and he then appeared to be in good

spirits.

The family have declared their belief that he shot himself with his rifle in his room by accident. It was known that he occasionally cleaned the weapon. The position in which the weapon was found, however, indicated that he could not have discharged it by accident. Dr. Watts, the family physician, said yeaterday that the young man might have been moved by sudden insanity to shoot himself, and in that case the insanity must have been caused by his illness. Many letters expressing sympathy were sent to the family yesterday.

AN EXPRESS TRAIN WRECKED BY A ROWLDER. Pittsburg, Dec. 15.-The West Brownsville ex press on the Pittsburg, Virginia and Charleston Railroad was wrecked at 6:54 o'clock, this morning at Lamford Station, forty-five miles from this city. It is reported that from twenty to thirty persons were injured, some fataley. The entire train of engine, bargage car and three coaches was thrown from baggage car and three coaches was thrown from the track by a large stone which fell from the hillside upon the rails immediately in front of the train, which was running at a high rate of speed. The night express safely preceded the Brownsville Charleron and intermediate points. The train was due in Pittsburg at \$20 o'clock. The first coach next to the baggage car was the one in which most of the injured received their hurts.

A number of the passengers arrived in Pittsburg this afternoon. They report from fifteen to twenty this afternoon. They report from fifteen to twenty people injured, some quite seriously. The foilowing list of injured was obtained: James A. Prior, lumberman, of Barnesville, Ohio; Mrs. Thomas Watkins, of Lock No. 4; J. H. Daning, of McKeesport; Miss Kate Laning, McKeesport; U. G. Groomes, of Peoria; Patrick Gilmore and Mrs. Gilmore, of Lucyville; T. J. Forsythe, of Coal Centre, U. Bates Bell, Duboise; Herbert Wilson, Lucyville; Miss Gphelia Watkins, Homestead, Penn.; George Young, conductor: Joseph Smith, fiagman; Thomas Hastings, of Charlerof; Samuel O'Nelli, of Fayette City.

DUNN.

RELLED WITH A HUNGARIAN IN A LIQUOR STORE SHORTLY BEFORE

Coroner McDowd, of New Brunswick, made a thorough examination yesterday of the body of been blockaded completely by the insurgents. James Dunn, of Iselin, who was found dead on Trade in Sao Paulo has been affected unfavor- Tuesday evening on the west-bound Pennsyl-Park. After a careful investigation of the body, which disclosed no other wounds than the two there was sufficient grounds for a further investigation, the indications pointing to murder. It has been developed that young Dunn quar-reled at Walsh's liquor store at Menio Park on sday evening with one of the Hungarian section hands who was in sympathy with Mrs. Martin, who accused Dunn of trying to destroy

section hands who was in sympathy with Mrs.

Martin, who accused Dunn of trying to destroy her business by appearing before the Grand Jury and testifying against her. This Hungarian, whose name is Josef Palark, declared that Dunn went before the Grand Jury for the simple purpose of learning the "ins and outs" of Mrs. Martin's business.

Young Dunn refused to enter into any discussion with Palark, and left the store. After another drink with Hogan Dunn's companion, Palark, left the shop, and hurried down the lower road toward Iselin. It has been disclosed that, after leaving the grog shop Dunn walked his horse across the hills, giving ample time for any one who had left Walsh's place at the same time to gain the position on the upper road at a point which Dunn was to pass and where his body was found.

In Walsh's store, at the time when Palark and Dunn quarrelled, was one Jamison. He took sides with Palark, and accused young Dunn of underhand work against Mrs. Martin, and further said that it was a matter of "dollars to drinks" which way Dunn testified before the Grand Jury. Dunn promptly took this up, and attempted to strike Jamison.

The Coroner will continue the investigation to day, when startling developments are expected. Excitement in the town is growing, and people eagerly discuss the death of Dunn.

By Martin, William, Mrs. Martin, Delward, or Northamuton, Penn., interfered to strike Jamise broken.

HAVE BEN. Edward, or Northamuton, Penn., interfered the dead are as follows:

DEAD.

BURNS, Frenk.

BURNS, J. B., of Franklin, Penn.

COOK, C. W., Mantua, Chie.

BURNS, J. B., of Franklin, Penn.

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BURNS, J. B., of Franklin, Penn.

BURNS, J. B., of

IN A BLANKET OF FOG.

A BIG WHITE CLOUD SETTLES DOWN AND INTERFERES WITH NAVIGATION.

NEW-YORK CITY AND BAY ENVELOPED IN MIST -OCEAN STEAMERS DELAYED-A FERRY-

and on all the waters surrounding it. The fogs been seen before descending upon the unprotected shores of New-England where the Gulf Stream

the greatest port in the world after London, and five steamships anchored outside the Bar, afraid had all been tempest-tossed and storm-bound and it was rough on them, rougher than the still swollen waves of the ocean, to be obliged to

anchor where they did. The fog in the city was so dense that on town, and it was a pretty respectable fog up-The temperature was mild, and the remnants of the previous night's snow quickly disappeared. Warm waves are not unalloyed FOG-BOUND STEAMERS AT THE HOOK-

land, of the Red Star Line, from Antwerp, and the next was the Gellert, of the Hamburg-Gellert was in tow of two tugs, for she had broken her shaft, and the tugs had been sent that she was anchored off the Sandy Hook | did not fall until fifteen minutes after the first Lightship disabled. Several accidents occurred in the rivers and in

the bay on account of the fog, and the Staten Island ferryboats had an especially hard time

Island ferryboats had an especially hard time of it making their trips.

The Eric ferryboat Eric, which left Twenty-third-st. at 5:15 o'clock last night, landed her passengers at the river walk, Hoboken, just above Sibyl's cave, shortly before 6 o'clock. There was no excitement, although there were 300 passengers on board, fully one-half of whom were women. Charles J. Timpson, one of the passengers, who lives at No. 299 York-st, says the boat proceeded slowly down the river, blowing her whistle almost continuously. When near the middle of the river another boat loomed up in the fog, and to avoid her the Eric sheered off toward the Jersey shore. Then she turned down the river again, apparently, but the pilot must have lost his bearings, for shortly after there was a bump, and the Eric stopped. Mr. Timpson thought she had run into another boat, and went out on deck, where he saw the shore only a few feet away. A plank was run out, and a number of men clambered hastily down. Then a gangplank was run ashore and the women walked down it. There was no more confusion than if they had been landed at the regular ferry. The Eric will be hauled off without damage.

When business hours were over the people who

When business hours were over the people who generally cross the East River by the ferrical finding them delayed and dangerous, resorted to the Brooklyn Bridge, the transportation facilities over which were wholly inadequate to handle the immense crowd, in addition to its regular traffic. The result was that an unprecedented rush occurred at the entrance, and for a short time everything was at a standstill.

The ferryboat Hamburg, of the Delaware, Lackawanna and Western Railroad, going toward Jersey City, ran into the ferryboat Orange, of the Pennsylvania line, at 7:20 o'clock, when the boats were crowded. Great excitement prevailed for a time, but no serious damage was caused, and both boats proceeded on their way. Many narrow escapes occurred on both rivers, and fog horns and steamboat whistles kept up a continuous blowing.

Men were posted at intervals along the elevated railroad tracks to prevent cellisions, and special care was taken by the engineers while rounding the curves on the roads.

About 11 o'clock the fog bank lifted somewhat, but it afforded little, if any, relief.

RIVER SHIPPING DAMAGED BY ICE.

Norwich, Conn., Dec. 15.-The cold snap has filled he Thames River with thick ice, and much damage has been reported. The Lehigh Valley coal barge George Hughes, which was picked up astray in the Sound by the tug Aries, was cut through by the ice while being towed to this city yesterday. When off Poquetannoc Cove the barge was found to be sinking. She was speedily turned about and taken to Allyn's Point, where a gang of coal handlers is trying to unlead her. A number of Glouester boats moored off Monaegan were cut through and sunk, with their contents, while further down the river several valuable beds of oysters, which were temporarily planted in shallow water, have been frozen by the cold weather. The Adams Express Company's steamer Skipjack, which runs between this city and New-London, was cut by the ice so that elike was obliged to go back to New-London, where she was taken out on the marine railway for repairs. The United States Navy Yard launch Lilly had her copper torn off by the ice, and will have to be newly sheathed. A large schooner, the Brainard, was stranded in an ice-fice down the river yesterday. She was removed with difficulty by a tag.

Washington, Dec. 15.—The American Forestry Association met here to-day in the Agricultural Department building, and elected the following officers: President, J. Sterling Morton, Secretary of Agriculture; treasurer, Henry M. Fisher, Philadelphia; recording secretary, Dr. N. H. Eggleton, Washington; corresponding secretary, J. D. W. French, Boston.

MANY WORKMEN ARE KILLED

MORE THAN A SCORE OF LIVES LOST AND TWENTY PERSONS INJURED.

PERSISTENT ILL-LUCK FOLLOWS AN ENTERPRISE AT LOUISVILLE-THE CHOWNING DISASTER IS COMPLETED-FALSE WORK AND

TRON SPANS GIVE WAY.

Louisville, Ky., Dec. 15.-The middle span of iron and the timber false work of the bridge now o'clock this morning, crushing to death or drowning between twenty and thirty men and injuring six bodies have been recovered. Those known to be dead are as follows:

GALLAWAY, T. N., of No. 937 East Market-st., Louis-ville, ankle broken.

HALL, G. F. of Bristol, Tenn. HAVEREN, Edward, of Chicago, slightly injured. HILL'ERRAND, Edward, of Northampton, Penn., inter-Harry, of Jeffersonville, Ind., cut about head and ured by shock.

MOGRE, Albert, both erms broken.

PARD, F. D. PUGH, Harry, of Mercer, Penu., both arms broken, back nurt and internally injured. SCHEENERS, Edward, of South Pittsburg, will die. SHEEHAN, D. E., of Greenup, Ky.

THORPE, G., injured about knees and side The south channel span of the bridge, about 450 feet in length, was blown down shortly after \$ o'clock to-night. So far as known no one

bents, which fell almost immediately, carrying

fifty-one men on the bridge when the alarm was given by the engineer in charge of the work. Of this number several succeeded in reaching the piers. Of those that went down, some were covered by a mass of timber from beneath which it will be days before their bodies for her. An incoming pilot brought the news are recovered. The parted span, the last one, had gone down, but it was the direct result of the falling of the first. The great strain occasioned by the sundering of the bridge naturally communicated itself to the unfinished span, and it took its plunge, like the finished span, and it took its plunge, like the first, into the water, but, being mostly frame-work, did not sink, but floated slowly down the river. There were said to be four men on it when it fell, and one was undoubtedly killed. The small traveller on this span floated down several hundred yards, and then grounded on the heavy timbers, which were spintered like matches, showing the terrible force of the fall.

A SCRAMBLE FOR LIFE. The crash attracted the attention of those or the shore, and many turned away as they saw the men struggling in mid-air in their efforts to climb out of danger. When the huge mass of climb out of danger. When the huge mass of material struck the water all was concealed for an instant by the spray which was thrown into the air. As the water subsided and the mist was dispelled, here and there could be seen men struggling desperately to climb upon the timbers that thrust their ends above the water. A few succeeded in climbing to places of safety and were soon rescued. Others struggled hopelessly and were carried off by the current, to sink almost as rescue was at hand. The ferryboats City of Jeffersonville and C. W. Hitt and the life-saving crews were the first to reach the wreckage, which completely blocked one channel of the river. Men with broken arms and legs were found clinging to pieces of timber. They were pulled into boats and hurried to hospitals in this city and Jeffersonville. Five bodies were recovered from the wreck.

The steamer Hotspur, with Superintendent George Fisher on board, came near being caught by the failing span. The boat was making for the fallse work when Superintendent Fisher heard some timbers creak. Looking up, he saw the great span shaking, and gave orders to back the steamer. It was done none too soon, for the top of the huge traveller fell within twenty feet of the boat. As soon as the pilot realized what had happened he ran the boat up to the wreckage, and the crew saved nine men, who were so badly hurt that they could not have kept affoat five minutes. Captain Deven and his two crews of life-savers were the heroes of the day, dashing here and there into the drift and wreekage to pull out the dead and injured.

Captain Deven thinks that some of the bodies have been carried over the falls. It will take material struck the water all was concealed for

heroes of the day, dashing here and there into the drift and wreckage to pull out the dead and injured.

Captain Deven thinks that some of the bodies have been carried over the fails. It will take several days to recover the bodies, as most of them are pinned down by the heavy iron trusses which fell on top of the failse work. The bridge company had 100 men at work, and will extricate the bodies from the wreck as soon as possible. When the second part of the failse work fell an engine and boiler went with it, and when the boiler struck the wreckage it exploded, but no one is known to have been struck by the flying fragments. The lives of the bridge workmen were insured for \$1,500 each.

To whom must be laid the responsibility of the disaster will probably never be known. It is highly probable that it is but one of those unforescen accidents that occur in spite of all precautionary measures. Bridge-building is fraught with more than ordinary danger, and the workmen whose labors are utilized in the work practically take their lives in their own hands. General opinion ascribes the cause of the disaster to the stiff wind that has been sweeping the river all day. It bore with great force on the ponderous framework, which necessarily became loosened from the constant strain and swaying of the heavy timbers. A great number of people, before the first span fell, could see the traveiler rising eighty feet above the piers, swaying and quivering in the wind in what appeared to be the most warning manner to those on shore. The motion, however, was hardly peared to be the most warning manner to those on shore. The motion, however, was hardly noticeable to the workmen, and they had no idea of their deadly peril until the great mass of wood and iron began to sink and the awful

cracking and crashing of the timbers smote upon their ears.

STORIES OF THE SURVIVORS.

Earle Manchester, a civil engineer, who is employed on the bridge, had a narrow escape from death. He said: "I was standing on the span COPY OF THE COMMITMENT AGAINST THE that fell near the Kentucky side and, seeing that it was about to fall, I called to the men to get off as soon as possible. I had just counted the men who were on the span a few minutes before and there were fifty-one in all, not counting myself. When I called the men dropped their tools and ran toward me, but only ten of them could get off. The others went down in a heap. I was so badly frightened that I could not tell how many of them got out, but I saw one man swim to shore.

to shore.

"The accident was caused by the wind. The piling was strong enough to bear double the weight. The bridge fell like a pack of cards. It became loosened on the Indiana side first and swayed gradually across to the opposite side."

James Trent, a painter, of No. 224 Eighteenthst., this city, was on the span, twenty feet from the pier nearest the Kentucky shore, when he heard a crashing noise. With Ernest Miller, Robert Woolford, Charles Pope and a workman named Carter, he ran for his life toward the pier, and all succeeded in reaching a safe foothold on the masonry, when the span went down with a fearful crash. Trent and his companions slid down a rope to the river's surface, when they were taken into a skiff, which had hurried to the spot. Trent asserts that the collapse was preceded by two distinct shocks, which gave the workmen warning, but too late to allow many of them to escape.

J. W. Baird, secretary and treasurer of the bridge company, was one of the witnesses of the disaster. Mr. Baird was in the company's office, on the fourth floor of the Commerce Building. The bridge is in plain view of his room, and it is his custom to watch the progress of the workmen through his field glasses. When the span fell Mr. Baird had the glasses on it. The shock of seeing the terrible deathplunge was enough to completely overcome him for a time. He said afterward, in replying to a question:

The accident was caused by the wind.

He said afterward, in replying to

"Yes, I am the originator of the plan to build the bridge, and I guess I will be eternally damned for it." According to O. E. Selby, the civil engineer

the bridge, and I guess I will be eternally dammed for it."

According to O. E. Selby, the civil engineer in charge, who was on the bridge at the time the span fell, there were only thirty workmen on the collapsed portion of the bridge, the engineer corps being at another portion of the structure. Mr. Selby thought fifteen of those who went down were dead, and said the others had even chances for their lives.

It is stated that a man named Dulaney, who was an inspector of faisework on the Jefferson-ville Bridge, but who recently entered the employ of the Kentucky and Indiana Bridge Company, stated some days ago that the span was unsafe and that he had left the employ of the Phoenix Company on that account.

Coroner McCullough, who was at the scene of the disaster within an hour after the occurrence, said: "I do not yet know anything about the loss of life, but possibly it will approach thirty, perhaps forty. Now, a thorough investigation will have to be made, and it will take two or three days to ferret out the facts and make an authoritative report."

At the time of the accident the wind gauges at the United States Weather Bureau indicated a velocity of twenty-four miles. Sergeant Burke says it might have been as high as thirty miles on the river at the altitude of the bridge structure, but not greater than that.

Inspector McGuire, who had charge of the iron work, was on the stone pier, some seventy feet in midair, when the unfortunate accident came. He said: "There are rumors afloat the the faile-work was builf with an eye to economy, and therefore was not sufficiently well constructed. I can say that the failsework was as substantial as any I ever saw in my life. The wind was very strong and did the mischief, in my opinion. The accident should not be charged to the negligence of the company."

Foreman George C. Brown's escape was miraculous. With eight men he was carried to the bottom of the river and pinned down beneath the failling timbers. Brown dug his way out through the sand, floated to the top, and c

A RECORD OF DISASTER.

The Louisville and Jeffersonville Bridge Comin the death of sixteen workmen and the present tunes and was the cause of a bank failure. The first work on the bridge was done October 10. with them the workmen who failed to reach places of safety on the piers.

The north bent, or the one attached to the Indiana pier, did not fall for fifteen minutes

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The north bent, or the one attached to the bridge was originally designed to be completed in eighteen months, which would have been in eighteen months, which would have been spent

on the structure.

The East End Improvement Company has been acting as limited agent in the construction of the bridge under the reorganization of last March, when the property was disposed of to a syndicate controlled by three roads, generally believed to be the "Big Four," Chesapeake and Ohio, and Baltimore, Ohio and Southwestern. For the purpose of completing the bridge and providing suitable terminal facilities a bond issue of \$5,000,000 was authorized, \$1,000,000 of which was to be held in reserve. This gave new life to the enterprise and the work of completing the structure has been going on rapidly since then.

A DEN OF THIEVES IN THE MOUNTAINS.

PATERSON POLICE MAKE A CLEVER CAPTURE-A CONFESSION WRUNG FROM ONE OF THE ROBBERS

The Paterson (N. J.) police yesterday made pub-lic the news of the clever capture, at a den in the Preakness Mountains, of a gang of thieves, who are thought to have been the authors of a large number of bold burglaries in Passaic, Morris and Bergen counties lately. There have been many of these robberies. The home of the late David B. Acker, the New-York grocer, at Fair Lawn, Bergen County, was robbed of furniture and carpets. Last Sunday night a house at Saddle River was robbed. On Tuesday morning Edward Kitchell found that his general store at Glen View, Morris County, near Boonton, had been entered, and not only were goods worth between \$100 and \$500 missing, but the safe, weighing 800 pounds, was gone. A car-penter's chisel, evidently belonging to the thieves, was found in the store, and there were wagonwas found in the store, and there were wagon-tracks, showing that a vehicle had been backed up to the door. On the road was found a piece of wagon-shaft painted red with a black stripe.

The chisel and piece of shaft were sent to Chief of Police Graul, of Faterson, who set his men to

looking for a wagon with a broken shaft. The po-lice had an idea that James Irving and Charles Kennelly knew something about the frequent rob-beries. Irving lived in a small farmhouse on the beries. Irving lived in a small farmhouse on the Preakness Mountains, a few miles north of Paterson, known as "the old Sandpaper place." The problem of how to get into the place without exciting suspicion was solved by the lucky circumstance that Patrolman Charles Magee had been negotiating for the purchase of the farm. He and his brother, Albert, also a policeman, visited the piace, and made a pretence of inspecting it. In the stable they found a wagon with red shafts, striped black, and a piece missing from one of the shafts. This was enough. They had the piece of shaft, and they placed young Irving under arrest. He weakened and confessed, giving the names of his "pais" in the burgiaries. He said that he had lent the wagon on Monday to Charles Keanelly. William, allas "Buck," Spear, John Langenburg and George Rose, "to go fishing." The four had returned next morning with Kitchell's safe and a wagon-load of plunder. The gang smashed the safe, Irving showed the officers where it was hidden, and also unearthed the goods. Irving was brought to the Paterson police station by a roundabout way, and the officers succeeded in getting the other men, hesides George Kennelly, a brother of Charles. George, however, has been released as innocent. The last of the gang was captured on Thursday. stance that Patrolman Charles Magee had been

A LAWYER BLOWS OFF PART OF HIS HEAD.

ILL HEALTH MADE HIM DESPONDENT-THE ACT

Thomas W. Osborn, forty-five years old, of Brooklyn, committed suicide yesterday at the home of his brother-in-law, Henry D. Horton, at Peconic, L. I. Mr. Osborn was a lawyer with a good practice. His health failed, and he went to Europe last fall with his wife and daughter. He had not yet fall with his wife and daughter. He had not yet been released from the doctor's care. His continued ill-health made him despondent. He came to his brother-in-law's home Thursday night. Yesterday morning he ate breakfast and smoked. He then went to his room, and shortly afterward the report of a gun was heard. He was dead when the family reached the room. The entire top of his head had been blown off. He had taken Mr. Horton's shotgun from its case, put shells in both barrels and fixed. M'KANE STILL FREE.

THE CASE TO BE PRESSED ON MONDAY

PRICE THREE CENTS.

GRAVESEND SUPERVISOR-AGREEMENT

BETWEEN THE LAWYERS. By an agreement between the lawyers the cas against John Y. McKane and his lieutenants will not be presented until Monday. The final order in the McKane case was brought from Poughkeepsle yesterday by Jerry Wernberg, and at 1

o'clock in the afternoon Colonel A. E. Lamb, Edward M. Grout and Mr. Wernberg went to the County Clerk's office and filed the order. The following is a copy of the commitment fo John Y. McKane: "At a Special Term of the Supreme Court, held

at the Court House, in the city of Brooklyn, county of Kings, on the 15th day of December, "The people of the State of New-York, on the

relation of William J. Gaynor, vs. John Y. Mo-Kane, Nicholas J. Johnson, Harlan Crandall, James H. Cropsey, Richard V. B. Newton and

"The writ of attachment, having heretofore issued out of this court against the above-named John Y. McKane and others, charging him and them and each of them with criminal contempt of court, in wilfully disobeying an order of in-junction granted by the Hon. Joseph F. Barnard, Justice of the Supreme Court, on November 6, 1893, in a certain action then pending in the Supreme Court, of the State of New-York, where-in William J. Gaynor was plaintiff, and the said John Y. McKane and others defendants, and in

Supreme Court, of the State of New-York, wherein William J. Gaynor was plaintiff, and the said John Y. McKane and others defendants, and in wilfully offering resistance to the said injunction order, which attachment was directed to the Sheriff of the county of Kings, and returnable on the 1st day of December, 1893, and the said Sheriff, having made return to the said attachment the body of the said John Y. McKane, and had taken bond for his due appearance according to the exigency of the said attachment; and the said John Y. McKane having appeared personally before said court.

"Now, on the affidavits and other papers upon which the order for the said attachment was made, to wit: the summons in the said action above referred to and the complaint therein and the affidavits therein, which here follow. (At this point the commitment order contains the names of the scores of persons who made affidavits in the case, both for the prosecution and defence, with the dates on which they were verified.) The commitment then continues:

"And after hearing Edward M. Shepard, Albert E. Lamb and Jerry A. Wernberg in support of said motion, and James Troy, Isaac S. Catlin, George W. Roderick, George C. Eldridge and James W. Glendenning in opposition thereto, and due delberation having been had, it is, on motion of Messrs. Johnson and Lamb, attorneys for the relator, now here ordered, considered and adjudged that the said John Y. McKane has been and is guilty of the misconduct and contempt alleged against him, and has been and is guilty of a wilful disobedience to a lawful mandate of this court, to wit: wilfully violating the injunction order granted by the Hon. Joseph F. Barnard, Justice of the Supreme Court, on November 6, 1893, in the aforesaid action, and has been and is guilty of resistance wilfully to the said John Y. McKane be imprisoned in the common jail of the County of Kings for the period of thirty days; and

"It is further ordered and adjudged that a fine of \$250 be and the same hereby is imposed upon him for his sai

A TRAIN GOES THROUGH A TRESTLE.

THREE PERSONS KILLED AND THREE INJURED ON THE WESTERN NEW-YORK AND PENNSYLVANIA.

Buffalo, Dec. 15.-The Buffalo and Oil City local, on the Western New-York and Pennsylvania Railroad, that left this city at 5:20 o'clock this afternoon, when near the Sheridan crossing, five miles east of Dunkirk, went through a trestle which spans a small creek near the station. Three persons were killed outright and three slightly injured. The names of the injured cannot be learned to-night. Those of the killed are as follows: Conductor Hodges, of Oil City; Baggage-master McKane, of Buffalo, and a passenger named Porter, living in Portland, Chautauqua

The engineer and fireman are among the in-

NO SUBMARINE TORPEDO BOAT.

SECRETARY HERBERT DECIDES NOT TO BUILD ONE-A TEST MADE AT NEWPORT.

Washington, Dec. 15.—Secretary Herbert to-day finally and formally decided not to build a sub-marine torpedo boat. This action was foreshadowed by the Secretary in his annual report. Mr. Herbert will endeavor to secure the consent of Congress to the use of the £20,000 appropriated for the construction of a submarine boat, if he should deem it wise to do so, for the construction of small surface torpedo boats to be used in coast defence.

Newport, R. I., Dec. 15.-From the experiment at the Torpedo Station this afternoon it is doubtful if the crew of a submarine torpedo boat could safely discharge under a ship 100 pounds of an explosive, the average charge of an automatic tor-pedo, and retreat to a distance of only 400 feet from the ship. One obsolete Lay torpedo shell was moored in fifty feet of water, three fathoms below

from the ship. One obsolete Lay torpedo shell was moored in fifty feet of water, three fathoms below the surface, and within it, according to the directions of the Secretary of the Navy, there was animal life. Four hundred feet away, at a like depth, were moored 100 pounds of gun cotton, connected with the shore by wires. Upon sending as electric spark into the cotton there arose upon the caim surface of the bay a mighty wave, fully fifty feet in diameter, and from the centre of this was lifted a second dark-colored one, in all representing tons of water suddenly raised. In the boats used by the experimenting party and on shore there was a decided shock, though there followed only a slight report.

The explosion was a success, and would have sent the most formidable war vessel to the bottom had she been over the spot where it occurred. When preparations were made to raise the submerged shell, it was found that it had gone to the bottom, and air bubbles were rising from it. This showed either that the shell was weaker than had been calculated or else that the accepted estimate of pressure exerted is wrong. At 400 feet from the explosion of the charge such as used, fifty pounds to the square inch was believed to be the pressure, and the shell was supposed to be capable of withstanding much more; yet it succumbed to the shock. To-morrow the shell will be raised by divers, and the reason for its sinking will be determined.

DRIFTED AROUND NEAR THE HOOK.

THE STEAMER GELLERT. AFTER BREAKING HER

SHAFT, IS TOWED IN BY TUGS. The Hamburg-American steamer Gellert, from Mediterranean ports, arrived within seven miles of Sandy Hook lightship at 7:45 on Thursday, and stopped to take a pilot on board. When the machinery was started a sudden jar was felt, and on examination it was found that the shaft was broken. The break was a square one in the pillar shaft, in the aft section of the ves-

sel, where the men were unable to get at it. It

was presumed that the break was a square one because the vessel did not take in any water. because the vessel did not take in any water. The pumps were tried frequently, until this fact was determined.

The steamer drifted about helplessly during the night, and at daybreak yesterday, when within two miles of Sandy Hook lightship, was anchored to await assistance from the city.

Last evening, when the Anchor line steamer Ethiopia arrived at the Bar, the fourth officer of the Gellert, Mr. Schilling, was sent on board the Ethiopia to report the accident to the company, and ask for tugs to assist the disabled vessel.

On arrival at Quarantine the fourth officer.

vessel.

On arrival at Quarantine the fourth officer, learning that the company was aware of the accident, decided to remain on board the Ethiopia for the night.

It was afterward learned that the Gellert passed by Sandy Hook under tow and anchored near the Hook to await the lifting of the fog.

astiff dog. A moment later the made his way on the billiard room, whence the noises seemed to rocced. He found that the lock of the door had seen broken, and as he entered he fired three hots, which brought three policemen to the place. Ipon investigation an old carpet bag, filled with aurgar's tools and weapons of various kinds, was ound, but the burgiar had escaped. The tools consisted of a dangerous looking, double-edged, bowie mife, an umbrella-handled sword-stick, a pair of shain-fron feet shackles, a bloody knife, a stiletto and a slung shot. The police, as yet, have discovered no trace of the burgiars.